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號三十月八年港香

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SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$14,000,000
Silver.....\$1,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bandow, Esq.
G. S. Barrett, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
O. R. Lennard, Esq.
F. Shalloo, Esq.
R. Shaw, Esq.
H. A. Slade, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON

PAID-UP CAPITAL.....£1,300,000
RESERVE FUND.....£1,175,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,300,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 per cent. per annum.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,250,000
ABOUT MAX \$7,223,222
RESERVE FUND.....GOLD \$5,250,000
ABOUT MAX \$7,223,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (G3,750,000).
RESERVE FUND FL. 6,250,000 (G510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Regal, Pecalongan, Paceroran, Tiltatip, Padang, Medan (Deli), Palembang, Kotaradjah (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Calcutta, Madras, Pondicherry, Galle, Bango, Saigon, Haiphong, Haol, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per cent. per annum on the daily balance.

Fixed Deposits 12 months 4½ per cent. per annum.

Do 6 do 4 do

Do 3 do 3½ do

J. L. VAN HOUTEN,
Agent.

Hongkong, 22nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. OHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHAWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months 4½ per cent. per annum.

For 6 months 3½ per cent. per annum.

For 3 months 3 per cent. per annum.

TAKKO TAKAMICHI,
Manager.

Hongkong, 1st July, 1909.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ per cent. per annum.

Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sp. Marks 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYSHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907.

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen, underwear a speciality.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 13th August, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI.....DEVANHA.....About 19th Aug. Freight and Passage.
Capt. H. Powell

LONDON, &c., via usual Ports.....CALEDONIA.....About 21st Aug. See Special Advertisement.
Capt. W. Howard

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th August, 1909.

Intimations.

LANE, CRAWFORD & CO.

UPHOLSTERY DEPARTMENT.

ARE NOW SHOWING

CHESTERFIELD SETTES.

NEW DESIGNS IN EASY CHAIRS.

OCCASIONAL AND FANCY CHAIRS.

EXCLUSIVE PATTERNS IN CRETONNES.

LOOSE COVERS MADE BY EXPERIENCED MEN.

LANE, CRAWFORD & CO.

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER

IN
Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th July, 1908.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRIZE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 4,105 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HONGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sauli." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 15th AUGUST.

S.S. "SUI-AN."

will depart from the COMPANY'S WINGLOK STREET WHARF at 9 A.M.

Departure from Macao 3 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 170.

Telegrams "Astor."

164

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Fambill	SUNDAY, 13th Aug. 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 18th August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. B. Wilhelmi	WEDNESDAY, 21st Aug. Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. Zacharias	About THURSDAY, 24th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 10th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th August, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
HANGHAI, KOBE, YOKOHAMA, AUSTRALIAN	ERNEST SIMONS	Girard	16th Aug. P.M.
MARSHILLES, VIA PORTS	ERNEST SIMONS	Girard	17th Aug. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN	Broc		30th Aug. P.M.
MARSHILLES, VIA PORTS	TOKIM	Charbonnel	31st Aug. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 30 hours' railway from Marseilles to London.

Interpreter: meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT.

QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry the French Mail and are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will send you a free trial of Charge, and if you are not satisfied, you will get your money back.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 2, John Street, Bedford Row, W.C. G. LONDON, 19, Pall Mall, S.W. SHANGHAI, 166, Nanjing Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1900. [463]

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th August, 1900. [581]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1900. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 7 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1900. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3, OLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RYON TERRACE.
OFFICES in RYON BUILDING.
GODOWNS, in PRAYA EAST, BLUE BUILDINGS, and No. 18, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1900. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Vaux Road Central (formerly occupied by Messrs. Shaw & Thomas & Co.). Rents low.
Apply to—
THE COMPASS ROPE DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1900. [187]

TO LET.

GODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1900. [19]

F. BLACKHEAD & Co.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING, HONGKONG.
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S PATENT RED HAI BRAND, HARTMANN'S GREY-PAIN? DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL GRAM and
F & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 10th March, 1900.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

85-85, Des Vaux Road, Central,

Hongkong.

STEAM WHISTLE NOISANCE.

PROPOSED AMENDMENT OF THE LAW.

The following correspondence was laid on the table at the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held on 3rd inst.:

Hongkong, 23rd July, 1900.

Sir,—We desire to call the attention of your committee and especially to those members of it who represent shipping interests, to the 21st regulation of Table "M" of the Merchant Shipping Ordinance No. 10 of 1899. The object of this regulation is to control the nuisance caused by the unnecessary blowing of steam whistles in the harbour.

In the original regulations published simultaneously with the ordinance, the regulations ran as follows:—

"9. No steamship when at anchor near or lying off the wharves, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way, use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

These regulations were amended by the Government Gazette of the 10th March, 1900, page 342, and the following regulation was substituted for the two quoted above:—

"21. No steamship shall use her steam whistle except for the purpose of navigation as laid down by His Majesty's Orders in Council in Articles 15, 28 and 31 of the Collision Regulations."

The effect of the present regulation is that, unless a steamship blows her whistle when in the water of this Colony strictly for the purpose of regulations 15, 28 and 31 of the regulations for preventing collisions at sea a nuisance is committed for which the Master can be fined.

We are given to understand it is the invariable practice of seamen, both in the water of this Colony and in other crowded anchorages and possibly even in the open sea to give a warning on the whistle of a steamship's approach to small craft whose presence or course might constitute danger either to themselves or to the steamship. This signal appears to consist of one or more blasts or toots.

The necessity for this warning is particularly apparent in this harbour where steamers, when coming up to their buoys or their wharves, have often to be steered at such a speed as to preclude their being under full command and rendering them often unable, owing to the crowded state of the harbour and the influence of the tides, to avoid small craft which otherwise they would be bound to steer clear of.

Under regulation 21, as at present framed, a steamship cannot adopt the customary method of warning small craft without being liable to conviction for a nuisance. On the assumption that the giving of these warning whistles is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 6 of Table "M" viz:—

"6.—All vessels, irrespective of size, shall, whether in a fairway or not, observe the International Collision Regulations, and no vessel whatever shall anchor in any of the fairways."

and to Regulation No. 29 for preventing collisions at sea.
We would invite the attention of your shipping members and of your committee to a consideration of the above facts.—We have, &c.,
(Sgd.) DEACON, LOOKER & DEACON.
E. A. M. WILLIAMS, Esq.,
Secretary,
The Hongkong Chamber of Commerce.The following acknowledgment addressed to Messrs. Deacon, Looker and Deacon was read:—
Hongkong Chamber of Commerce, 26th July, 1900.

Sir,—I have to acknowledge the receipt of your letter of the 23rd instant in reference to Regulation 21 of the Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 which has for its object the control of nuisances by the unnecessary blowing of steam whistles in the harbour.

The letter has been placed before my committee.—I have, &c.,
(Sgd.) E. A. M. WILLIAMS,
Secretary,
Messrs. DEACON, LOOKER & DEACON.Hongkong General Chamber of Commerce, Hongkong, 7th August, 1900.
Gentlemen,—My committee has now considered your letter dated 23rd July, on the subject of Regulation 21 of Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 and its relation to the control of nuisances caused by the unnecessary blowing of steam whistles in the harbour.

My committee would be glad to know in what particular your would suggest the existing regulations should be amended in order that they should not interfere with the ordinary precautions considered to be desirable by Masters in the navigation of the harbour.

I should be glad to hear if you would be good enough to act on behalf of the Chamber of Commerce in this respect, and draft amending regulations to take place of the unworkable sections referred to in your letter.—I have, &c.,
(Sgd.) E. A. M. WILLIAMS,
Secretary,
Messrs. DEACON, LOOKER & DEACON.CANTON-KOWLOON RAILWAY.
IMPERIAL CHINESE SECTION.
TO BALLAST CONTRACTORS.

TENDERS are invited for the supply at Loh (Sam Chun) of 3,200 fongs (100 English c. ft. each fong) of Rubble Stone and of 3,200 fongs of Broken Stone under the following conditions and specification.

QUALITY OF STONE.—To be hard and clean. Sample to be submitted with tender. No stone will be paid for not strictly to sample. RUBBLE.—No piece to exceed 20 in. x 10 in.

BROKEN STONE.—To pass through 2 1/2 in. ring.

CONTRACT.—To be completed within six months of signing.

DEPOSIT.—30 % of value of contract to be deposited in cash as security.

PLACE.—Stone to be stacked within 500 ft. of river bank at Railway crossing, Loh.

PAYMENT.—To be monthly and by measurement.

CONTRACT FORM.—To be the Railway standard. The undersigned does not bind himself to accept the lowest or any tender, which should be delivered before August 31st, 1900.

FRANK GROVE,
Engineer-in-Chief,
Canton.

Hongkong, 11th August, 1900. [184]

WEATHER-FORCAST AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other ships.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen.
Waglan, Sai Ki Wan.
Stanley, Sai Kung.
Cape Collinson, Sha Tin Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light Houses.

F. G. FROD,
Director.

13th July, 1900.

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artist's bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR ILLUSTRATIONS

OUR TIME

OUR EXPERTS

OUR ADVICE

AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower,

Hongkong, 12th August, 1909.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910 and 1912, the Government has decided to invite the right of leasing the Farms (as provided in the Proclamation) to be made as set out in Schedule 2 appended in any person, by public or private sale as may be thought fit.

2. Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

3. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

4. All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

5. On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

6. Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

7. All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

8. The Farms, above referred to, are—

(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-broking, as follows—

(i) in one concession for the whole State.

(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively—

(1) SANDAKAN DISTRICT—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Patan River.

(2) KUDAT DISTRICT—The Territory bounded on the one side by the true left watershed of the Patan River and on the other by the true right watershed of the Pandanan River.

(3) WEST COAST DISTRICT—The Territory bounded on the one side by the true right watershed of the Pandanan River and on the other by the northern boundary of Province Clarke.

(4) EAST COAST DISTRICT—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch boundary on the North at Bishoke point.

(5) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas northern watershed.

9. The attention of those desirous of tendering is drawn to the following terms—

(a) The tenderer must state in his tender the annual sum offered for the Farm, rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule 2 appended.

(e) Copies of the Forms of Contracts for the Farms may be seen at the Office of the Secretary at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below—

Per tahil \$ 2.40
chi 00.30
5 bun packet 00.15
" 00.12
" 00.08
" 00.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1905.

The Gambling Proclamation No. 8 of 1901.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1905.

The Gambling Proclamation No. 8 of 1901.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909.

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KARONGA,"

Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading can be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th August, 1909.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BULOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of August, at 9 P.M.

All Claims must reach us before the 21st of August, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hankow, 10th August, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BORNEO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each and every delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1909.

ARBITRATIONS AND SURVEYS.

A QUESTION OF PROCEDURE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, on the 3rd inst., the following correspondence was read:—

Hongkong Chamber of Commerce,
Hongkong, 2nd July, 1909.

Dear Sir,—I am directed to your letter of 11th May, 1909, in which you express the dissatisfaction existing among Exporters of Worsteds, Woollens and Cotton Goods, whose product has been the subject matter of dispute between themselves and Eastern Buyers.

My Committee do not know in what particulars the system adopted by the Bombay Chamber differs from that of the local Chamber, but have written for details and upon their receipt will give the matter their further consideration.

I am to state that my Committee have had full confidence in the ability of the Arbitrators and Surveyors elected by them from time to time, and cannot but believe that the error of judgment is with the Exporters of the cargo in dispute.

If the Bradford Chamber of Commerce can bring a clear case to the notice of my Committee, showing that they are justified in animadverting against the decisions of our local Surveyors, in the manner they have done, my Committee will thoroughly inquire into the matter.—I am, &c.,

E. A. M. WILLIAMS,
Secretary.

The Secretary, Bradford Chamber of Commerce, Bradford.

The following letter to the Bombay Chamber was read:—

Hongkong Chamber of Commerce,
30th June, 1909.

Dear Sir,—My Chamber has received a circular letter from the Bradford Chamber of Commerce in which the system adopted by the Bombay Chamber of Commerce for dealing with disputes in respect of alleged inferiority in the quality of Worsteds, Woollens and Cotton Goods is referred to.

My Committee would much like to know the procedure of your Chamber as to appointment of Arbitrators and Surveyors, so that they may bring ourselves into line with you.

Any information you can give me on this point will be much appreciated.—I am, &c.,

E. A. M. WILLIAMS,
Secretary.

The following reply from the Bombay Chamber of Commerce was read:—

Chamber of Commerce,
Bombay, 16th July, 1909.

Dear Sir,—In reply to your letter dated 30th June regarding the procedure adopted by this Chamber with reference to the appointment of Arbitrators, I have pleasure in enclosing herewith a copy of the rules and regulations governing all disputes submitted to the Committee. I may mention that surveys for private surveys are not appointed, it is only when both parties to a dispute submit separate statements of their case direct that arbitration is undertaken and an award given. Both parties must also express their willingness to abide by the decision.

When surveys who are adopted by the disputants themselves are unable to agree the matter can be referred to the Committee of this Chamber for an umpire's decision.

In sending you the enclosed pamphlet I would express the hope that it will prove of practical utility and furnish you with the information you desire to obtain.—Yours faithfully,

J. B. LESLIE RODGERS,
The Secretary,
Hongkong General Chamber of Commerce,
Hongkong.

Intimations.

YUEN HING,
No. 41, D'AGUIAR STREET.

FACTORY SWATON KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, FEWTER

WARE, &c.,

all of the best quality.

Hongkong, 5th August, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 noon ... Every 10 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 10.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.
Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909.

Intimations.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDBECK MACGREGOR & Co., Hongkong.

IN THE MATTER OF THE GOODS OF A. S. LATTI, Deceased.

ALL Claims against the Estate of the late A. S. LATTI, Chief Engineer, S.S. "Kuisang," who died at Sea on the 2nd August, should be sent to the undersigned before the 11th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master,
Hongkong, 12th August, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE

USEFUL ARTICLES

OF

CLOTHING, FANCY GOODS

and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season

Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,

FANCY DRESS GOODS, MUSLINS,

LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY,

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Postage for subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 13, 1909.

CHINESE EMIGRATION.

In his report for last year, presented to the Legislative Council this afternoon, the Registrar General (Mr. E. A. Irving) has the following remarks to make under the heading of "Emigration."

The examination of females and children under 16 is conducted by the Assistant Registrar General, the Registrar General re-examining doubtful cases.

Of the 226 persons detained as given in the first paragraph of the previous section of this report, 62 were intending female emigrants, as compared with 49 last year. Of these, the numbers "permitted to leave," that is those unnecessarily detained, was the same, 10. There is no hardship in most of these cases, as they generally involve only half an hour's questioning at the Police Station. On the evening of detention, and if the result is satisfactory the women are free to leave as they had originally intended, next day. As a rule doubtful cases are sufficiently met by a note on the passport for the information of the Protector of Chinese, Singapore.

Table IV shows that over 9,000 female passengers passed through the office. The number of females detained are only one in 900. It also shows a very considerable reduction in female emigration as compared with last year. This is another symptom of the general trade depression dealt with in part 19 below.

The proportion of women who go abroad to join husbands (about 33 per cent.), as servants (33 per cent.), with relations (25 per cent.),

prostitutes (7 per cent.), remains nearly constant.

MALE EMIGRATION.

At the end of last year an arrangement was made, by which no immigrant to the Straits Settlements from Hongkong is permitted to enter into a labour contract there unless he shall have appeared before the Registrar General before embarkation. To meet the additional work, the staff of the Registrar General's Office was strengthened by the addition of an Emigration Officer, who was however not appointed till 1st July, of a European sergeant, a 3rd grade interpreter, a Hoian and Luichau interpreter and two district watchmen.

A number of Chinese gentlemen undertook during the year to sit in turn with the Emigration Officer, and help him in detecting cases of fraud. At first when the work was new their services were of much assistance; but it happened that in work of this nature the official who is occupied with it for hours daily acquires such a quickness in detecting suspicious cases as to render him independent of the need of assistance beyond that of his interpreter. The Chinese advisers were towards the end of the year inclined to complain that their office was a nuisance. I could not help feeling that coming as they did but once or twice a month, and being of a totally different rank to life from the coolies whose interests they were endeavouring to watch, even speaking a different language, their public spirit was exceeding their real usefulness. I therefore took advantage of the slackness of emigration at the year's end temporarily to relieve them of this duty.

The most difficult question in connection with assisted emigration during the year has been that of the repatriation of those coolies, who have been either rejected by the office or doctor on account of their inferior physique, or induced to leave their homes through misrepresentations. Who was to bear the cost of their repatriation? At first the Tung Wah were called upon to do so; and did so with great reluctance, to the amount of \$3,411. This arrangement did not appear to be altogether equitable, and towards the close of the year I arranged that the boarding house keeper should be made responsible for cost of repatriation, leaving him to recover from the broker. The Tung Wah, as before has done the actual repatriation and has sent in the bill to this office. The Emigration Officer has then called upon the boarding house keepers to refund the amount, and they have done so without a murmur.

It is hardly necessary to add that if they can escape from the consequences, that is the cost of repatriation, runner and boarding house keeper have no interest in keeping up the standard of coolie. If he slips through the Registrar General's Office a profit is made. It is fair to pass they suffer no loss.

The number of boarding houses for assisted emigrants is 29 as compared with 24 last year, when the business as regulated by the new Ordinance was still in its early stage.

There appears to be comparatively little trickery practised in the trade, and the majority of the boarding house keepers act straightforwardly in dealing with this office. Table V shows the number of assisted coolies and the percentage of those rejected. It should be clearly understood that the Singapore's rejections are in no way a reflection on the conduct of the medical examinations in Hongkong. They consist of coolies who are not wanted for any reason; they have fallen sick on the voyage, or the demand may have slackened and only picked men be needed at the moment. This last case accounts for the large numbers sent back from Singapore at the end of the year.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

WAIWU.

PROCRASTINATION DEPRECATED.

[By courtesy of the "Sheung Po."] Peking, 12th August.

H. E. Liang Tun-in, president of the Waiwupu, has submitted a memorial on important matters.

The Prince Regent has informed him that, in all matters, he should attend them without loss of time and that procrastination was to be deprecated.

CHINA'S SORROW.

STUDY OF RIVER CONSERVANCY.

[By courtesy of the "Sheung Po."] Peking, 12th August.

In view of the floods which have overtaken various provinces during recent years, the cause of which the Prince Regent attributes to the silting up of the waterways, His Imperial Highness has telegraphed special instructions to H. E. Luk Chui-cheung, Chinese Minister to Holland, to make a careful study of the subject of river conservancy and to report thereon, so that rivers in China may be preserved unimpaired.

NAVAL BASES.

TOUR OF INSPECTION.

[By courtesy of the "Sheung Po."] Peking, 12th August.

Sun Pui-lap has fixed next moon for either making a tour of inspection of the naval bases along the coast or proceeding abroad to study naval matters. He will be accompanied by Tam Hok-hang and Fung-tzu.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. C. McL. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones, (Director of Public Works), Hon. Mr. F. J. Baderley, (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.O., Hon. Mr. Wei Yuk, C.M.O., Hon. Mr. W. J. Gresson, Hon. Mr. E. A. Hewett, Hon. Mr. F. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:

1. Report of the Botanical and Forestry Department for 1908.
2. Report of the Registrar-General for 1908.
3. Report of the Director of Public Works for 1908.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 11).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 33 to 36. It was agreed that they be referred to the Finance Committee.

MALICIOUS DAMAGE.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

The Colonial Secretary seconded.

Motion agreed to.

Part I provides penalties in respect of malicious damage to railways and tramways.

The principal Ordinance was based on the Imperial Act, 24 and 25 Vict., cap. 97, (the Malicious Injuries to Property Act, 1861) but omitted these two sections, presumably because there were no railways in Hongkong in 1865.

Part II—The Trees Preservation Ordinance 1888 makes provision for the levy of a special rate assessed upon villages by whose inhabitants there is sufficient reason to believe that trees have been destroyed. It has, however, proved unsatisfactory in practice for the following reasons:

- (a) Villages in the New Territories are not assessed for rates and the special rate cannot accordingly be levied upon them until an assessment has been made.
- (b) By Order of the Governor-in-Council under the Rating Ordinance 1901, tenements below a rateable value of \$50 are not rateable.

The special rate accordingly can be assessed only upon the few better class houses in a village, the majority of the inhabitants escaping the penalty.

The present measure provides that, when wilful damage is done to Crown property or land in the neighbourhood of a village, all persons who possess land in or near the village shall be liable to a fine.

RATING ORDINANCE.

On the motion of the Attorney General, seconded by the Colonial Secretary, the Bill entitled An Ordinance to amend the Rating Ordinance, 1901, was read a first time.

This measure provides for the exemption from assessment for rates of villages and areas in the New Territories and elsewhere, in the Colony.

TRAMWAY BILL.

The Attorney General moved and the Colonial Secretary seconded that the Bill entitled An Ordinance to amend the Tramway Ordinance, 1901, be read a first time.

Agreed.

The object of the Bill is to supply an accidental omission from section 21 of the Tramway Ordinance, 1901, of the words "telephonic or electric" after the word "telegraphic" in the seventeenth line of the section; and to make further and better provision for the settlement of differences between the Tramway Company and any Government department.

LIQUOR LICENCES.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1893, and the Liquor Licences Extension Ordinance, 1903, and to repeal the Liquor Licences Amendment Ordinance, 1902.

The motion was unanimously adopted.

The primary object of this measure is to transfer from the Justices of the Peace to the Government the control of publicans and adjunct licences.

The existing system, whereby these licences are issued by the Justices, has been proved in practice to be cumbersome by reason of the lengthy procedure attendant under the Principal Ordinance upon the issue of a licence and to be more a matter of form than of utility by reason of the fact that the meetings are attended for the most part only by the presiding Magistrate, the Captain Superintendent of Police and one other official Justice called in to make a quorum.

The person most competent to judge of the merits of a candidate for a licence and of the suitability of a locality in which it is desired to open licensed premises is the Captain Superintendent of Police, upon whom devolves the duty of ensuring that the business of the licensee is carried on in a proper and orderly manner. It is proposed accordingly to give the Captain Superintendent of Police power to issue all publicans' and adjunct licences subject to the right of appeal on the part of an aggrieved party to the Governor-in-Council.

The requirement of the Principal Ordinance that a licensee shall enter into a recognisance to be kept in good behaviour is held to be fully dealt with under sections 38 and 39 of the Principal Ordinance.

Section 3 of this Ordinance gives the Governor-in-Council power to make such regulations as he may think fit, for the purpose of controlling the business carried on by the holder of a publican's or an adjunct licence.

Section 6 empowers the Governor-in-Council to regulate the standard of quality of all intoxicating liquors sold in the Colony.

Under section 9 the Governor-in-Council is given power to transfer the duty of issuing and renewing licences from the Colonial Secretary to other officers.

It is proposed to place these duties entirely in the hands of the Captain Superintendent of Police who by the nature of his office is the officer best qualified to control the sale of intoxicating liquors.

DOGS HOME.

The Bill entitled An Ordinance to amend the Dogs Ordinance, 1893, was read a first time on the motion of the Attorney General, seconded by the Colonial Secretary.

The Ordinance makes provision whereby Homes for lost dogs may be established and maintained under permit from the Captain Superintendent of Police subject to regulations under the Dogs Ordinance, 1893.

CHRISTIAN CEMETERY.

The Attorney General moved the first reading of a Bill entitled An Ordinance to set apart certain Crown land to be used as a burial ground for persons professing the Christian religion, other than members of the Roman Catholic Church.

The Colonial Secretary seconded.

Bill read a first time.

The object of this Bill is to reserve a portion of what is popularly called the Colonial Cemetery for the burial of members of the Protestant community.

A portion has already been set apart for the burial of members of the Roman Catholic Church, and other parts have been from time to time assigned to other churches and denominations.

MINISTERIAL DUTIES.

The Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties, was read a first time.

The purpose of this measure is to vest in the Governor certain powers and duties which it is considered would be more advantageously exercised and performed by him alone than by the Governor-in-Council in whom they are now vested.

PATENTS ORDINANCE.

The Attorney General moved that Council resolve itself into Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1891.

The Colonial Secretary seconded.

The Bill was considered in Committee and reported with amendments.

Upon Council resuming the Bill was read a third time and passed.

ADJOURNMENT.

The Council adjourned until Friday next, the 20th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:

P. W. D. INCIDENTAL EXPENSES.

A sum of eight thousand three hundred and forty-four dollars in aid of the vote, Public Works Department, other charges, incidental expenses.

CEMETERIES.

A sum of two thousand six hundred dollars in aid of the vote, Sanitary Department, other charges, cemeteries, incidental expenses.

SUPREME COURT.

A sum of eighty-five dollars in aid of the vote, Supreme Court, other charges, language study allowance.

BLAKE PIER SHELTER.

A sum of two thousand one hundred and fifty-five dollars in aid of the vote, Public Works Department, miscellaneous, Blake Pier Shelter.

This was all the business.

ATTEMPTED SUICIDE.

A FISHERMAN'S DOINGS AT CHEUNG-CHAU.

Because he had been accused of theft by his employer, a fisherman named Lai Yau, made an attempt to take his life on Wednesday night. The affair took place on board fishing boat No. 2647H, then being anchored in Cheung-chau harbour.

It would appear that on Tuesday last the master of the fishing boat discovered that his chest had been forced open, and \$13 in cash missing. He suspected Lai Yau, one of his jokers, of taking the money, and called upon him to replace it. Lai denied all knowledge of the matter, and went to the bow of the boat, where he remained all day, refusing to take his food.

Nothing more was thought of the matter until early yesterday morning, when Lai Yau was discovered lying in an unconscious condition on his bed. A pot, containing the dregs of a mixture of prepared opium and water, told its own story. Police-sergeant Gordon, of Cheung-chau Police Station, to whom the matter was reported, attended to the man for portly after which a missionary doctor, stationed on the island, did the rest, and the fisherman was brought to Hongkong, and thence to the Government Civil Hospital, from which institution he was discharged this morning.

The Police say that Lai Yau took the poison on the previous night. When he was found on the following morning the man appeared as if life had left his body. Prompt measures taken by the doctor and the police-sergeant were responsible for saving his life.

In the Police Court this morning, the accused was brought before Mr. F. A. Hazlard, charged with attempting suicide. He pleaded guilty to the charge, and was bound over to be of good behaviour in the future.

An officer on board a German steamer in port reported to the police this morning that somebody entered his cabin last night, and stole his gold watch.

The New York Murder.

ALLEGED MURDERER SUSPECTED
TO BE IN HONGKONG.

POLICE ACTIVE IN THE MATTER.

A rumour is current in the Colony to-day, and as far as one of our representatives can understand it is not denied, that Leong Lum, or Lin, or Leon Lin, alias Leong Chon Wing, who is also known as William L. Leon, the alleged murderer of Miss Elizabeth Sigel, whose body was found in a trunk in Chinatown in New York in June last, is in hiding in the Colony.

It is generally believed that the man arrived here on board the liner *Mancharia* the other day, but this the police deny. They aver that the ship was searched from stem to stern on arrival, but the fugitive was not on board. It was noted, however, that the much-wanted Chinaman had arrived on a tramp, dressed in his national costume, and was recognised by informers, but had since disappeared.

A few days ago a Chinaman, so it was reported, was arrested by the Hongkong police on suspicion of being the murderer. He was released soon afterwards. He managed to clear himself in some way, notwithstanding the fact that in some particulars he resembled the alleged murderer.

The facts of the case, although already printed in these columns, need recapitulation. Elizabeth Sigel, daughter of Paul Sigel, of San Francisco, and grand-daughter of the illustrious Franz Sigel, the German warrior, who served with the union army during the civil war, is the victim of one of the most sordid murders in the history of New York. An envelope addressed to the girl found in the room where the body lay, a locket bearing her initials, her disappearance on June 10, and a note found in the room signed "Elsie," all indicated that Franz Sigel's grand-daughter was murdered. The alleged murderer, who was proprietor of the restaurant, who conducted the rooming house above, disappeared shortly after the discovery of the murder, adding, further, to the mystery. The case has many unusual features, notable among which is the fact that a Chinese has been known to call at the Sigel home, presumably with the sanction of the parents. Elsie was 20 years of age and was greatly interested in work among Chinese. It is understood that she became acquainted with one Chinese, who may be able to throw some light on the case, several years ago, when he conducted a cane rack at an amusement park at Fort George. The Chinese were arrested as material witnesses. They gave the names of Yeo Kim, manager of Sun Leung's restaurant; Gong Wing, salesman for a chop suey supply house, and Chie Sum, a cook who lived in the rear of the restaurant. The man most wanted, however, is the former occupant of the room where the body was found, evidently an English-speaking celestial. Judging from the letters this individual is Leong Loo Lim, known among his English friends as William L. Leon.

A description of the man wanted, as supplied to one of our representatives, and which was received from Col. Bingham, of the New York police, runs as follows:—Chinaman, thirty years old, not more than five feet four inches tall, weighs 125 pounds, smooth face, good teeth, black hair, deep-set black eyes. When last seen his hair was cut American style. He is of very slim build and a consumptive looking. He has high cheek bones and his chin is sharp. He has a prominent sharp chin. He talks good English. He usually dresses like an American, and when last seen wore black clothes, wore a ring on ring finger of left hand, and was very well dressed. He had a fondness for Chinese silk shirts with snap-on instead of buttons, and for low cut patent leather shoes which he wore laced down from the top with the bow tied at the bottom eyelet holes.

He may now be wearing Chinese costume, and have on a false queue. When excited he has a habit of frowning or knitting his eyebrows. He is slightly round-shouldered. The photograph (sent to the police) was taken some time ago and represents a man stoutier than Leon is to-day. This man had in his possession a gold hunting case watch, size sixteen, Waltham movement, Case No. 929, 647, Movement No. 7,106,640. There may be a monogram "W. L. L." on it.

He may also have the watch of the murdered woman, which is a gold watch, hunting case, size "O", Case No. 233,743, Movement No. 5,650,015, fifteen jewels, Waltham movement. Design on front of two birds and a nest. On back there was a monogram, "M. C. A."

Re might also have in his possession her gold chain, a bag of *fleur-de-lis* design, and a small gold locket about an inch long, heart shaped.

This man is a good cook and waiter and might seek employment in restaurant or a private house. He is a shrewd person.

Thus is the full description of the alleged murderer, and there is no doubt that if he is in the Colony, our Chief Detective Inspector, Mr. Hanson, and his able men, will have no difficulty at all in locating him.

The amount of premium derived from sale of Crown land during 1908 and paid into the Treasury was \$70,430.27, or very much less than the Estimate which amounted to \$900,000.

The occupation of the Dairy Farm Co.'s premises on Wyndham Street, hitherto held on a Crown lease of 20 years, has been extended to 75 years on payment of premium and increased Crown rent.

Another shopkeeper, who was found storing a quantity of kerosene in a place other than a properly constructed well, was prosecuted by Inspector Gourlay, in the Police Court, this morning, and ordered to pay a fine of \$15.

The total actual expenditure of the Public Works Department during last year was \$1,779,749.26.

"Hoi Ming" Beached.

HUNDRED AND FIFTY PASSENGERS
IN DANGER.

CHINESE CRUISER'S GALLANT WORK.

One of those accidents which cannot be guarded against occurred on board the steamship *Hoi Ming*, early this morning, at 2.30 a.m. to be exact. Since Captain Evans and Mr. Chief Officer Jack Medley have been on board the Chee Woo ship there has been little or no trouble, but to-day the lives of some 150 Chinese were in question owing to the breaking of the port tail shafting.

When it was recognised that the matter was serious, a consultation took place, and it was decided to beach the boat.

The *Hoi Ming* was beached in mud in nine feet of water. That looks Irish, but it is the fact. Lintia Island is the nearest place to the scene of the accident. The *Hoi Ming* is in a position about 14 miles south of the island.

Talking to one of the officers of the ship this afternoon, we were told that the *Hoi Ming* should have arrived at 2 p.m. in Hongkong from Kowloon.

There were about 150 Chinese passengers aboard—possibly more. When the shaft broke the vessel was about two miles from the island. Then the Customs cruiser *Kowm Zul* came on to scene, rescued the passengers and took them to Hongkong; sixty Chinese and four Europeans were safely landed here to-day.

No panic occurred, chiefly through the disinterested manner of the officers. All the passengers, as we have said, came right to Hongkong. The Captain Mr. Evans, and some members of the crew remained by the ship.

Mr. Medley, the chief officer, came by the cruiser to see the owners and get salvage operations instituted.

At three o'clock this afternoon the wrecked party arrived. It is quite possible that salvage will be unnecessary. The boat is on mud and a rising tide, with an engineer and divers, will probably see her home.

A Customs cruiser is standing by. Praise must be given to the Chinese ship, which so gallantly stood by. There is no question that the *Hoi Ming* will come off. She has a bad hole in her side, but it can be repaired easily, at least that is what we are told.

At a late hour this afternoon, we learn from the owners of the *Hoi Ming*, that a party of salvagers was despatched by Messrs. Chee Woo. They expect to be back by to-morrow evening.

NO JUDGMENT.

MISTRESS AND MAID-SERVANT.

Lee Lun, a maid-servant, residing at 78, Graham Street, sued a woman named Nano Gray, who appeared on the writ as a spinster, of 33, Wyndham Street, in the Supreme Court, this forenoon, before Mr. Justice Gomer, to recover the sum of \$13.80, alleged to be due for wages.

The defendant admitted owing the money, but added that plaintiff did not work out her month.

His Honour: Did she go away?

Defendant:—Yes.

Did you tell her to stay on?—Yes.

Do you want me to hear the case, or are you willing to pay?—No, she had got to stop on.

The plaintiff spoke to joining defendant's service. In July her mistress left for Manila, promising to pay her her wages on her return, but she had not done so. As she did not get her money, plaintiff left.

His Honour:—When the defendant went to Manila did you remain in the house?

Plaintiff:—No, I went to my own house.

But she asked you to complete the month?—I didn't go elsewhere. I waited for her to come back for my money.

When she returned were you willing to go back to service?—No. She said she did not want me.

When did she tell you that?—When she was leaving.

The defendant admitted leaving for Manila on July 17th. Plaintiff asked for her wages and was told that she would not get paid until she had worked out her month; and that she must remain until defendant's return. When she returned plaintiff was not in the house. She turned up, however, on the 1st August, bringing with her the bill for her wages. Plaintiff was paid \$18 a month.

His Honour:—When was her month up?

Defendant:—The 25th July.

Did you want to keep her on after that?—Yes. That was the reason why I would not pay her wages.

Did you leave any clothes behind when you left?

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For	Steamship	On
MOJI	CHUNSHANG	SATURDAY, 14th Aug., 4 P.M.
SHANGHAI	K'YONGSANG	TUESDAY, 17th Aug., Noon.
TIENSIN VIA WEIHAIWEI & CHEFOO	CHEONGSHING	WEDNESDAY, 18th Aug., 3 P.M.
SHANGHAI	CHOYSANG	THURSDAY, 19th Aug., 3 P.M.
MANILA	LOONGSANG	FRIDAY, 20th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 24th Aug., Noon.
& MOJI	YUENSANG	FRIDAY, 27th Aug., 4 P.M.
MANILA	YUENSANG	FRIDAY, 27th Aug., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, 31st Aug., 3 P.M.

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Hongkong, 13th August, 1900.

CHINA NAVIGATION CO., LTD.

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For	Steamers	To Sail
SHANGHAI & CHINKIANG	"KALAN"	14th Aug., Daylight.
BATAVIA, SAMARANG & SOERABAYA	"SHANTUNG"	14th " 4 P.M.
SHANGHAI	"LIAN"	15th " Daylight.
MANILA	"TEAN"	17th " 3 P.M.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	19th " 4 P.M.
SHANGHAI	"CHINHUA"	19th " "
NEWCHWANG	"KWEIYANG"	21st " "
SHANGHAI	"CHENAN"	22nd " Daylight.
MANILA	"TAMING"	24th " 4 P.M.
SHANGHAI	"ANHUI"	26th " "
WEIHAIWEI & TIENSIN	"HUICHOW"	26th " "

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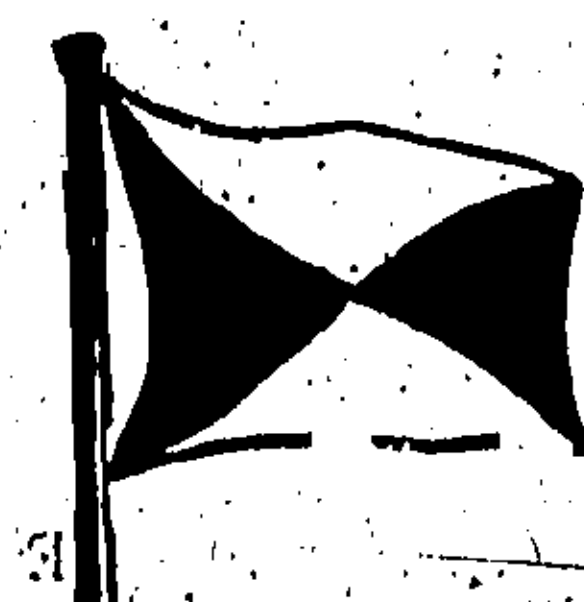
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SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	5,000 " "	" 26th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 " "	" 10th Dec., 1900, at Noon.

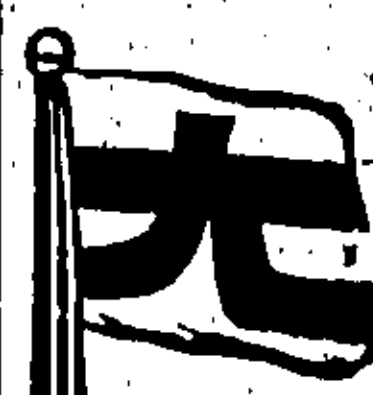
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HAMA	Capt.		

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	H. Murayama	
ANPING Via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 18th Aug., at 10 A.M.
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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	TAMBA MARU, Capt. O. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 P.M.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 24th Aug., at Noon.
	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	FRIDAY, 20th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Mural, Tons 9000	FRIDAY, 27th Aug., at 5 P.M.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 20th Aug., at Noon.

1. Cargo only.

2. Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. MURAL)	About Wednesday, 20th October.
Ritane Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd " "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

(118-119)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA," Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Caledonia*, due in London on 3rd October, 1900. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT,

Superintendent.

Hongkong, 7th August, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ," expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1900.

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"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI," Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 21st July, 1900.

[57]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSIRE," Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1900.

[56]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE," Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1900.

[56]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..Capt. H. W. WALKER.

"KWONG SAI" ..Capt. E. S. CHOW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West

Hongkong, 6th April, 1900.

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Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE" will be despatched for the above Ports TO-MORROW, the 14th August, 1900.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 13th August, 1900.

[51]

FOR SINGAPORE—PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Capt. S. H. Nelson, will be despatched for the above Ports on TUESDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1900.

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COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN," Captain, will be despatched for the above Ports on or about WEDNESDAY, the 18th August.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 11th August, 1900.

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FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

torpedo-depot

